

## KISSELKAR TAKEN BY HENDERSON-ROWE CO.

This Motor for First Time In-  
vades Low-Priced Field.  
Big Sales Expected.

One of the most interesting deals made on "the row" in some time was completed when the Henderson-Rowe Auto Company took the agency for Kissel-Kars and Kissel-Kar trucks in Washington and adjacent territory.

The thoughtful ones in the trade are congratulating both parties to the agreement—the Henderson-Rowe Company for obtaining this line of cars offering exceptional sales opportunities, and the Kissel Company for securing a connection in Washington so mutually agreeable to owners and buyers of the Kissel products.

There is no doubt that the Kissel-Kar has been growing in popularity very fast for the last few years, especially since the introduction of the all-year car. "We believe the Kissel-Kar has the advantage of other makes in this type of car," said Mr. Henderson, of the Henderson-Rowe Company, in discussing the "all-year car." "This class of car is becoming more widely used every year, the Kissel Company being among the few American manufacturers who build their own bodies, have specialized on the type, and their finished machine is, indeed, a masterpiece," he continued.

### Offer Two in One.

"The Kissel-Kar and coupe all-year cars really offer two in one—complete touring and a complete closed car, neither indicating in the slightest that it was ever any other type. Each top is fitted individually to the touring car it is intended for."

The new touring cars are handsome and the line now includes the coupe as well as the sedan type. The coupe is built for use in connection with a new four-passenger roadster. It is so popular already many predict it will outsell the sedan.

W. B. Hughes, the Kissel factory representative, who closed the contract with the Henderson-Rowe Auto Company, believes that the 20-Four at \$1,600 is going to be one of the best sellers in the thousand dollar field this year. He stated that his reasons for thinking so were based not only on the quality of the car, but on the fact that the Kissel-Kars are, for the first time, invading the low-priced field.

### Prices Are Reduced.

As to the 42-Six, Mr. Hughes is an enthusiast. This model was a good one last year and no changes have been made except in body styles and prices, which have been reduced on the conventional four-door touring car.

The 20-Four also is offered at a reduced price, the two-door coupe design, which, by the way, was an original Kissel conception.

The three chassis models of pleasure cars are supplemented by a line of seven truck models ranging in carrying capacity from 1,000 to 2,000 pounds.

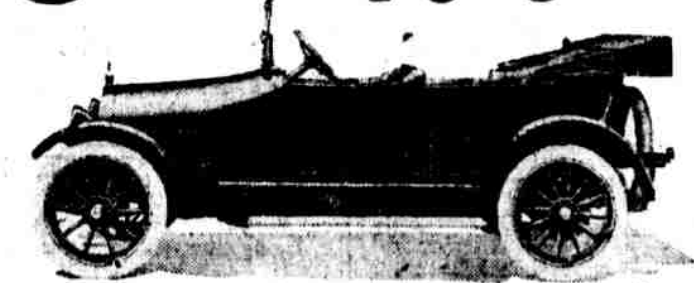
The Henderson-Rowe Auto Company is certain to do this line range of vehicles justice, their reputation for courteous treatment and prompt service being excellent by any automobile concern in Washington.

## CIRCLES MONUMENT WITHOUT STEERING

The steadfastness of the Studebaker's irrevocable steering gear was ably demonstrated at Indianapolis, when a furniture dealer proved the truth of his assertion that the Studebaker could be driven around Monument Circle without touching the steering wheel.

Adjusting the fore wheels of the car at the proper angle, he made the circuit not only once, but five times, never putting a finger to the wheel until a car backing in front of his threatened a collision. One time the car was brought to a full stop for passing traffic, the halting and starting of the car again being accomplished through use of the foot pedals alone. The speedometer registered one and a fifth miles for the distance traveled.

## Stearns-Knight



### Light Four \$1440 Delivered No Valves To Grind

It has all the power and flexibility of a poppet valve six cylinder motor, but has the simplicity of the ordinary four cylinder motor combined with the wonderful KNIGHT SLEEVE VALVES, which absolutely eliminate all valve troubles, such as grinding, adjusting, etc.

A demonstration in this car will convince you of its wonderful smoothness and power, and ability to operate for many months without adjustments or loss of power.

LET US SHOW YOU

Potomac Motor Car Co.  
ARTHUR FORAKER, Mgr.

North 2000. 1226 Conn. Ave.

## TYPE OF REGAL "EIGHT" TOURING CAR



W. M. DOW, driving a Regal "Eight," a popular model "Tourist" in the medium priced class.

## As Many Sixes as Fours Promised for New Year

Mechanical Tendencies of 1916 Automobiles Prove  
Interesting at This Time—Bores Are on Decrease  
as Cylinders Continue to Multiply.

About this time each year everyone who is interested in the progress of the automobile industry begins to look around and make inquiries as to what the coming season may hold in store in the way of new productions, refinements of design or improvements in detail, and when in possession of the facts, to consider his position in relation to indicated changes and their possible bearing upon his commercial or other interests.

The first opportunity of making a personal survey of the various offerings of the leading automobile manufacturers of the country, says the Horseless Age in analyzing the 1916 tendency of design, will be afforded the motoring public at the opening of the New York show in Grand Central Palace December 31, held under the auspices of the National Automobile Chamber of Commerce. However, a sufficient number of models have been announced to date to get a fairly complete idea of what the average 1916 car will represent mechanically.

**Surfeit of Good Things.**  
In 1914 it was prophesied time and again that the year 1915 would provide changes of an unusually startling nature in the automobile school of design, and such proved in due course to be true. Today, however, the prospective buyer may enjoy a positive surfeit of good things in the shape of greater value for less money and may revel in innovations of proven merit to an even greater degree than has been possible at any other stage of the history of the industry, the versatile automobile engineer having surpassed even himself in the motor world.

The advent of the twelve-cylinder car as a commercial proposition and at a reasonable price is no doubt a big event of the year, and in addition to this the increasing number of eight-cylinder cars for 1916 serves to emphasize the rapidly growing popularity of what may be termed the multicylinder type of motor.

In recent years pride of place has invariably been held against all comers by the four-cylinder motor. It still holds that place, but it does so by a very bare margin indeed, the six pushing it closely. The six-cylinder motor, however, is not maintaining its gain of this year, when it represented 9.1 per cent of the total, as it has dropped back to 38.2 per cent, a figure which also represented its position in 1913.

The "eight," which stood at the almost negligible figure of .6 per cent in 1913, this year, now looms large with a percentage of 15.6 per cent and the "twelve," as a newcomer, starts well with 8.3 per cent.

The growing popularity of the small bore motor of relatively high speed is strongly evidenced by the fact that close on 50 per cent of the new models announced to date have cylinders of 3½

inches or less, whereas this year no less than 74.7 per cent of the cylinder bores were from 3½ inches to 4½ inches. Cylinders with bores of 4½ inches and over are rapidly disappearing, as a glance at 1914, with 1.3 per cent and this year, with 1.1 per cent, will show. Nearly 60 per cent have cylinders cast in bloc and 74.7 per cent of the total are of 1-head type, another development indicated by the figures of past years. This year 69.4 per cent of the cylinders have integral heads, leaving 30.6 per cent with separate heads. The new figures indicate the position is reversed, separate heads leading with 38.8 per cent.

### Gain in Popularity.

Batteries and distributor ignition continue to gain in popularity, being, no doubt, added in a measure by the fact that electrical starting and lighting systems involving the use of a generator and storage battery are in universal use. The available figures show that no less than 74.36 per cent specify this form of ignition.

Details of starting systems employed are not yet available in complete form, but at the moment it would seem that nearly two-thirds of the car manufacturers favor the single-unit form.

Vacuum fuel feed, which in 1914, has only 1.5 per cent, is now heads the list with 43.2 per cent, followed by gravity with 30.3 per cent, and pressure with 26.9 per cent.

The battle to decide the respective merits of the cone and the disc clutch still continues, the latter, with 52.7 per cent, being now slightly in front. This is an increase over the present season, when disc clutches represented 45.12 per cent of the total, and it was apparently the turn of the cone clutch to lead the way.

Perhaps the most sweeping victory is that of the three-speed transmission, which held a practically stationary position in 1913, 1914, and 1915, with an average of approximately 68 per cent of the total. The monopoles no less than 90.4 per cent. Four speeds have dropped from 26.7 per cent to 4.2 per cent, and the remaining 1.37 per cent is sufficient to take care of the two-speed lot. Wheelbases remain practically unchanged, the tendency in recent years being to avoid extremes in either direction. Similarly, tire sizes do not exhibit any radical departure from those which have been popular heretofore.

The semi-elliptic front spring is practically universal, but the three-quarter elliptic rear spring drops slightly from 84.3 per cent to 84.52 per cent, and the cantilever type further strengthens its position by advancing from 1.1 per cent in 1914 and 2.3 per cent in 1915 to the percentage of 21.73 shown in the new specifications. The platform rear spring has receded slowly during the last couple of years, and it continues to do so. It should, of course, be understood that the foregoing figures are by no means final, and that they cannot be taken as actually representative of all the 1916 productions. They, however, accurately represent the position at the present time, and thus serve to indicate the trend of design which marks the 1916 automobile.

## LARGEST STOCK USED AUTOS LOWEST PRICES

1914 OVERLAND roadster, just like new, at a big reduction.  
1914 IMPERIAL roadster, brand new.  
1914 HUPMOBILE touring car, a snap.  
1914 HUPMOBILE touring car, Al condition, \$1495.  
1914 PAIGE touring.  
1914 PAIGE touring, electric lights and start-  
ing, \$1495.  
1914 SCRIPPS-BOOTHE roadster, very  
good.  
1914 F.A. KARD "31" touring, great  
value.  
1914 PACKARD touring car, 7 passenger, \$200.  
1914 BUICK roadster "D4", used very  
little.  
1914 MARION, six covers, very attractive.  
1914 CHANDLER, big bargain, at \$600.  
1914 BUICK touring, late model, \$1250.  
1914 BUICK touring, electric equipment,  
\$1250.  
1914 CADILLAC, wonderful shape, good  
value, \$1400.  
1914 CADILLAC C. electric lights and  
start, \$1400.  
1914 STUDEBAKER, late model, 8 pas-  
senger, very powerful, \$950.  
1914 RAYMOND touring, demonstrable time, at  
\$1200.  
1914 REO: Just like new, big reduction.  
Monarchs of other make touring cars, roadsters, runabouts and campers,  
Trucks and Delivery Wagons, from 1900 to 1-ten capacity.

Gorsion's Automobile Exchange

238-240 N. Broad St., Philadelphia

Agents: Bureau of Fire Insurance

What do you demand of steering mechanism? Put this question to any automobilist and he will answer—Dependability. Absolute dependability was first incorporated in the Cadillac system. The positiveness, ease of action and the adjustability are merely natural running-mates of Cadillac dependability.

Note the drawing. The teeth in the center of the sector are cut on a slightly less pitch radius than those at the ends. Any wear can be taken up without affecting the end teeth; consequently the steering system cannot possibly bind or jam while turning corners.

The Cadillac system is exclusive and can be used by no other manufacturer.

Free Monthly Inspection for One Year Is a Part of Cadillac Service

THE COOK & STODDARD CO.

Phone N. 7810 1138-40 Conn. Ave. N. W.

## SMITH-TREW MOTOR COMPANY TO MOVE

Keeping Pace With Its Rapid  
Growth, Firm Will Go To  
1337 Fourteenth Street.

The Smith-Trew Motor Company, keeping pace with the rapid growth of its business, will move from its present quarters, in Fourteenth street, near 1, to 1337 Fourteenth street, near O.

The two-story building which is to be the company's new home is splendidly adapted to its needs, and the main floor boasts an enormous plate glass show window.

Concrete and tile are used throughout the floor and wall construction, and approximately 3,000 feet of space—more than double that in the present quarters—assures ample room.

The service department and shop will occupy the entire second floor, except for ten feet at the front. There, according to Joseph Trew, the large second-story window will be utilized for display purposes, to be lighted by the "diffused illumination" system at night.

A ten-ton elevator will take cars to and from the service department, and immediately before the elevator (to the rear of the showroom) there will be a large stock, supply and accessory room.

The furnishings and handings will be in quiet taste, and a number of drastic innovations, "promised" but not divulged by the Messrs. Trew, are to be installed as soon as possible.

Oakland and Reo pleasure cars will still constitute the Smith-Trew line, but the new Reo truck is certain to be given its share of consideration.

### Partial Success.

"What's Prof. Diggs doing these days?"

"He's trying to decipher a Babylonian tablet."

"Any results so far?"

"Mrs. Diggs has nervous prostration and the children have been sent to the home of a relative."—Birmingham Age Herald.

## Novelty in Electric Vehicles in California

Displacing the wheel chair to a great extent, a new transportation device has been installed to run between the California beach resorts of Venice and Ocean Park. The vehicle is shaped precisely like the long divan which are often seen in hotel lobbies, a leather upholstered seat, facing both ways and with a back rest running lengthwise down the middle. It holds twenty people, and sometimes a baby carriage or two may be seen following as trailers. It is perfectly safe, as it makes only four miles an hour, hence it can be operated on the promenade with no risk to pedestrians. As a mile or more of cement sidewalk extends unbroken between the two resorts, the little car can travel without danger from other vehicles. The operation is by storage batteries, and fifty miles can be made on a single charge. One man operates it and collects the fares.

### Turntable Finds New Use.

Possibly the most novel use to which a regular automobile turntable is put is in connection with a revolving floor used in the Roman garden of Murray's, New York city. The turntable, made by the Turner Machine Company, of Danbury, Conn., supports a circular floor forty feet in diameter and the apparatus is so finely adjusted and moves so easily that it is operated by a small electric motor. At the outer edge of the circle tables are placed. The floor revolves so slowly that the motion is not readily perceptible to the person who steps upon it from the adjoining floor, but before a diner has reached the second course of his meal he discovers, to his amazement, if he is not in the secret, that he is no longer sitting where he began his dinner. By the time he has disposed of his entire meal he finds that in some mysterious manner he and his table have been shifted off rather away from their original position. The effect upon the uninitiated diner is said to be very surprising.

### Refinishing a Radiator.

The radiator of an automobile is the hardest part to clean or wash, and on side of frequent painting, is hard to make look bright and new.

Paint, if applied often, will affect the radiating qualities, causing it to overheat. Procure a bottle of liquid shoe polish such as is used for ladies' shoes, thin with water and apply with a brush. A bottle is good for a number of applications and the result is surprising.

George A. Luera, Washington, D. C.

## MOVIE AUTOMOBILES INVADING THE WILDS

Independent Traveling Plant  
Makes "Night Photography"  
Possible.

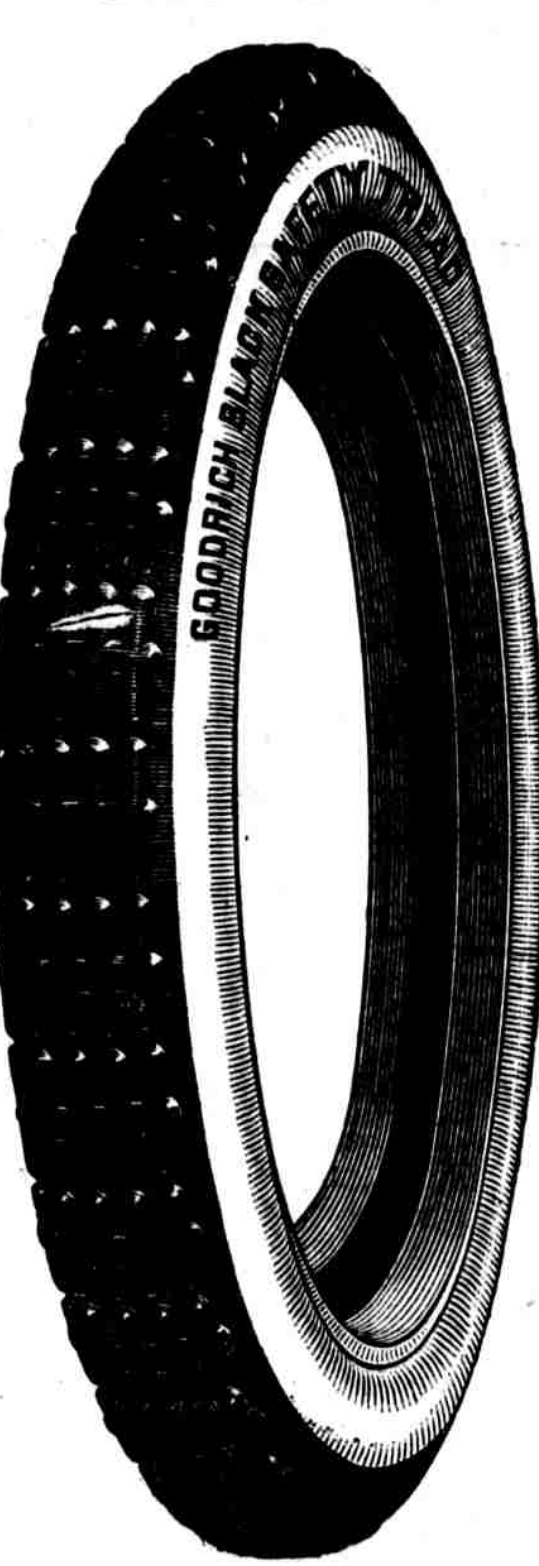
Night motion photography in the most inaccessible places, those places where artificial light has heretofore been unknown, has been made possible by means of an independent traveling power plant, the fruit of the fertile brain of Romaine Fielding, erstwhile Lubin star and now feature director of the Lubin Arizona Company, with headquarters in Phoenix, Ariz.

That this portable plant made out of one of Fielding's big Mitchell motor cars, will be found invaluable for field work where it is impracticable to run wires for miles in order to get night photography, is the belief of Mr. Fielding. Not only that, but he has completed arrangements to transport his entire company and a host of "proper ties" to northern Arizona, where this winter he expects to stage pictures in the Grand Canyon, and by means of the light from his portable plant, to delve into the depths of the caverns of the great crevasses and to utilize for his purpose the dark recesses, caves, and trails. It will be the first time where the canyon has actually been employed as a stage for the pictures.

The outfit, besides providing equipment for running wires, is also equipped with a powerful twelve-inch navy searchlight of the projector type. This is mounted on the seat beside the driver and may be operated either while the car is moving or standing still. The capacity of the searchlight is 6,000 candlepower, and when in operation requires 25 per cent of the full power of the engine.

The first big picture in which the plant will be thoroughly tested will be "The Great Divide." This will be one of the biggest features ever attempted. A part of it will be taken in and around Phoenix, and the remainder in the neighborhood of the Grand Canyon, using that wonderful place for background.

## Why it is called The "BAREFOOT" Tire



BECAUSE, — it is made of "Hyper-Rubber"! (An exclusive compound recently developed out of the 44 years' Goodrich experience in the working of Rubber).

Because, — that "Hyper-Rubber" CLINGS to the pavement, for the same reason that the sole of your Bare Foot clings to slippery surfaces.

When the Clutch of your Car is thrown in, and the Wheels begin to turn, with first sudden tug on Tires, the "Hyper-Rubber" Sole of the Goodrich Tire stretches between the outer surface contacting with the ground and its inner surface which is cemented to the Cotton Fabric.

THAT wonderful stretchy quality thus forms a sort of "spring" which heavily reduces the "Grind," the frictional Heat, and Wear between Tire and Pavement, which is death to Tires.

It also eases the strain on the Rubber Adhesive between the several layers of Fabric, through bringing the sudden tug of starting under power and stopping under Brakes, to bear on it GRADUALLY (as with a spring).

It further takes up much of that Traction-Wave which, in running, tends to separate the several layers of Cotton Fabric with which Tires are interiorly built up.

GOODRICH TIRES thus give their Maximum Traction with Minimum Friction.

And this in turn, results in Maximum MILEAGE from every ounce of material used.

This Goodrich "Hyper-Rubber" is made into Goodrich Auto Tires, — into Goodrich Motor Cycle, and Bicycle Tires, — also into Goodrich Rubber Boots, Soles and Heels.

And, remember, — that's the Stuff that Goodrich Tires are now made of.

THE B. F. GOODRICH CO.  
Akron, O.

FAIR-LIST  
TIRES

You will know them by their stylish

## Black— —Treads

## GOODRICH